

build ships, so deliberate was his manner. He was lately at Annapolis, in charge of the post-graduate course in naval construction, and is accounted one of the most able naval constructors in the service, being entirely wrapped up in his profession.

THE MEN WHO DID THE WORK.

On Board the Associated Press Dispatch-boat *Dauntless*, off Santiago de Cuba, June 3, 7 p. m., via Port Antonio, Jamaica, June 4 (Delayed in Transmission).—The Spanish fleet off Cuba Harbor. The narrow channel leading into the harbor was completely blocked early this morning, when the United States collier *Merrimac* was sunk across its entrance. It is now impossible for the Spaniards to get out, and it is equally impossible for any vessel to get into the harbor. This result was accomplished through the heroism of Lieutenant Richmond P. Hobson, Assistant Naval Constructor, and Daniel Montague, George Charrette, J. C. Murphy, Oscar DeLanoy, John P. Phillips, John Kelly and H. Clausen. The latter, a coxswain of the *New-York*, took part in the expedition against orders.

They were all captured by the Spaniards, but the Spanish Admiral, in recognition of their bravery, sent word to the American Admiral, under a flag of truce, that he was willing to exchange the prisoners, and assuring the American commander that they would be treated with the greatest kindness. Money and provisions have been sent to them, and the necessary steps have been taken to bring about their exchange. Montague is chief master-at-arms of the *New-York*. He has served four years in the Navy, is twenty-nine years old, and his home is in Brooklyn.

George Charrette is a gunner's mate of the first class, on board the *New-York*. He has served fourteen years in the Navy, is thirty-one years old and resides at Lowell, Mass.

J. C. Murphy is a coxswain of the *Merrimac* and is about twenty-four years old.

Oscar DeLanoy is a machinist of the first class, belonging to the *Merrimac*. He is thirty-six years old, and his home is in Boston.

John Kelly is a water tender, about thirty-five years old. His home is near Glasgow, Scotland.

H. Clausen, who slipped on board the *Merrimac* without permission, in order to take part in the expedition, is a coxswain of the *New-York*.

RESCUING BOATS' CREW.

Lieutenant Hobson started on his daring errand at 3 o'clock this morning. The *Merrimac* was lying to the westward. Under cover of the clouds over the moon she stole in toward the coast and made her way to the eastward, followed by a steam launch from the *New-York*, with the following crew on board: Naval Cadet J. W. Powell, of Oswego, N. Y.; P. K. Peterson, coxswain; H. Handford, apprentice of the first class; J. Mullings, coal passer, and G. L. Russell, machinist of the second class. In the launch were bandages and appliances for the wounded.

From the crowded decks of the *New-York* nothing could be seen of the *Merrimac* after she had got under the shadow of the hills. For half an hour officers and men strained their eyes peering into the gloom when, suddenly, the flash of a gun streamed out from Morro Castle, and then all on board the *New-York* knew the *Merrimac* was near the end. The guns from the Spanish battery opposite Morro Castle answered quickly with three flashes, and for about twenty minutes flashes of fire seemed to leap across the harbor entrance.

The flagship was too far away to hear the reports, and when the firing ceased it was judged that Hobson had blown up the *Merrimac*. For an hour the anxious watchers waited for daylight. Rear-Admiral Sampson and Captain Chadwick were on the bridge of the *New-York*.

At 5 o'clock thin streams of smoke were seen against the western shore, quite close to the Spanish batteries, and strong glasses made out the launch of the *New-York* returning to the flagship. Scarcely had the small craft been sighted before a puff of smoke issued from a battery on the western arm of the harbor, and a shot plunged far over the launch. Then for fifteen minutes the big guns ashore kept up an irregular fire on the little launch. As the shells fell without hitting the object they were intended for, the men on board the *New-York* jeered at the Spanish marksmanship and cheered their shipmates.

At 6:15 a. m. the launch came alongside the flagship, but she did not have on board any of the crew of the *Merrimac*. Cadet Powell reported that he had been unable to see any signs of the *Merrimac*'s crew. It developed that, with great bravery, the cadet had gone right under the batteries, and only returned when all hope of taking on board the crew of the *Merrimac* had been abandoned.

Cadet Powell also reported that he had clearly seen the *Merrimac*'s masts sticking up just where Hobson had intended to sink her, north of the Estrella battery and well past the guns of Morro Castle. But of the heroes who had penned the Spaniards in there was not a sound or a sign. Rear-Admiral Sampson said: "I am sure the attempt was quite successful. I hope all these brave fellows are not captured." Cadet Powell believes the torpedoes previously fixed about the *Merrimac* were exploded as planned, as Lieutenant Hobson was well up the harbor before the Spaniards opened fire on the *Merrimac*.

THE PRELIMINARY WORK.

On Board the Associated Press Dispatch-boat *Dauntless*, off Santiago de Cuba, June 3, 7 p. m., via Port Antonio, Jamaica, June 4.—The preliminary work of Lieutenant Hobson's desperate undertaking was a strain upon the officers and men. On Wednesday morning, directly after Rear-Admiral Sampson's arrival, and as soon as he was certain the Spanish fleet was in the harbor, the preparations to scuttle the *Merrimac* in the channel were begun. All day long crews from the *New-York* and the Brooklyn were on board the collier, never resting in their efforts to prepare her. She lay alongside the *Massachusetts* discharging coal when the work was first begun.

The news of the intended expedition travelled quickly through the fleet, and it soon became known that volunteers were needed for a desperate undertaking. From the Iowa's signal-yard quickly fluttered the announcement that she had 140 volunteers, and the other ships were not far behind. On the *New-York* the enthusiasm was intense. Over two hundred members of the crew volunteered to go into that narrow harbor and face death. The junior officers literally tumbled over each other in their eagerness to get their names on the volunteer list.

Commander Miller, who had charge of the *Merrimac*, pleaded with the Admiral to let him go, but the Admiral thought he had better not.

When it was learned that only six men and Lieutenant Hobson were to go, there was considerable disappointment on all sides, and when the *New-York*'s contingent went over the side late on Wednesday night some of those who were left were almost ready, brave and strong as they were, to sit down and cry.

CHEERED FROM OTHER SHIPS.

All Wednesday night the crews worked on board the *Merrimac*, which then lay close to the *New-York*, and the other ships, as they passed the collier before sundown, cheered her with the same spirit that the British men-of-war-men cheered the American sailors' heroism at Samoa. Lieutenant Hobson paid a short visit to the flagship shortly before midnight and then returned to the *Merrimac*, on board of which craft

are winning favor everywhere as a mild, effective family cathartic. They stimulate the liver, remove all waste and leave the bowels in healthy condition. 25c.

Two Great Soaps CASHMERE BOUQUET and VIORIS

he had been all day. As he started down the sea-ladder there were many hands stretched out to grasp his, and many quiet-spoken, earnest wishes for his success, as it was thought that Hobson would take the *Merrimac* in early evening morning.

At 3 o'clock the Admiral and Flag-Lieutenant Staunton got into the launch to make an inspection of the *Merrimac*. The working gangs were still on board of her, and on board the *New-York* the officers of the flagship stood on the quarter-deck, their glasses focused on the big, black hull that was to form an impassable obstacle for Spain's best ships.

The minutes slipped by, and the crews had not completed their work on the *Merrimac*. But at last a boatload of men, black and tired out, came over to the flagship. Last of all, at 4:20 o'clock, came the Admiral. He had been delayed by a breakdown of the steam launch.

Dawn was breaking over Santiago de Cuba, and nearly everybody thought it was too late for the attempt to be made that morning. Then somebody cried:

"She is going!"

Surely enough, the seemingly deserted collier was seen heading straight for Morro Castle. The torpedo-boat Porter was lying near the flagship, and at the Admiral's order Lieutenant Staunton snatched up the megaphone and hailed the Porter, saying:

"Porter, there! Tell the *Merrimac* to return immediately."

Smoke quickly poured from the Porter's smokestack, and the dark little craft darted toward the shore. By that time darkness had quite disappeared, and as quickly as the fast torpedo-boat tore through the water it seemed as if she would never head off the *Merrimac*.

At last, when within range of the guns of the Spaniards, the Porter crossed the *Merrimac*'s bows, and a sigh of relief went up from the eager watchers, for they thought it sure death for Hobson to venture in at that hour.

ORDERED BACK BY SAMSON.

Some time after 5 o'clock the Porter came tearing back, and the *Merrimac*, to every one's surprise, kept her position. Admiral Sampson, Captain Chadwick and Lieutenant Staunton could not understand, until Lieutenant Fremont, from the deck of the torpedo-boat, shouted:

"Lieutenant Hobson asks permission to continue on his course. He thinks he can make it!"

But, in stern tones, the Admiral sent Hobson a message to the effect that the *Merrimac* must return at once, and, in due course of time, the doomed collier slowly steamed back, her commander evidently disappointed with the order received from the Admiral through the commander of the Porter. Hobson's figure standing out vividly on the lonely bridge of the *Merrimac*.

All day yesterday the collier lay near the flagship, and more elaborate preparations were made to carry out the mission of the *Merrimac* successfully. During these preparations Hobson was tireless, cool and confident, supervising personally every little detail.

When, finally, Hobson went on board the *Merrimac* last night he had been without sleep since Wednesday morning. His uniform was begrimed, his hands were black and he looked like a man who had been hard at work in and about an engine-room for a long time. As he said good-by the Lieutenant remarked that his only regret was that all of the *New-York*'s volunteers could not go with him. Rear-Admiral Sampson, speaking of the expedition, said:

"I think he will have a fair chance to get out. Yes, it is plucky, very plucky."

When the *Merrimac* started yesterday morning on the trip from which she was revealed she had on board of her two men who had no right to be there. They were Assistant Engineer Crank, of the *Merrimac*, and Boatswain Mullin, of the *New-York*, who had been working on the collier all day.

These two men refused to leave the ship, and as their disobedience was of the nature which produced Cushings and Farragut for the American Navy, it was not officially noticed.

The spirit shown by the men and officers of the fleet in connection with the *Merrimac* expedition is really grand. Under these circumstances one can imagine the immense feeling of satisfaction experienced when it became known that Hobson and the crew of the *Merrimac* were safe.

A MESSAGE FROM CERVERA.

Later in the day a boat with a white flag put out from the harbor, and Captain Oviedo, the chief of staff of Admiral Cervera, boarded the *New-York* and informed the Admiral that the whole party had been captured and that only two of the heroes were injured. Lieutenant Hobson was not hurt. It appears that the Spanish Admiral was of the opinion that the courage of the *Merrimac*'s crew that he decided to inform Admiral Sampson that they had not lost their lives, but were prisoners of war, and could be exchanged.

The dingy part of the programme does not appear to have been carried out, which leads to the belief that she may have been smashed by a shot, for it seems that Hobson and his men drifted ashore on an old catamaran which had been slung over the *Merrimac*'s side at the last moment as an extra precaution. They were captured and sent to Santiago under guard, previous to being transferred to Morro Castle, where they are now understood to be confined.

Money and provisions were sent to the prisoners through Captain Oviedo, and it is believed Rear-Admiral Sampson is taking the steps necessary to bring about their exchange.

Lieutenant Hobson's chief anxiety was that in the dark he might miss the narrow channel and run onto the shoals at the west of the entrance. To prevent the possibility of this plan of allowing the *Merrimac* to run in under the Spanish flag, with the fleet in feigned pursuit, firing blank cartridges and blazing the path to the harbor entrance with searchlights, was considered, but abandoned, because, among other reasons, Lieutenant Hobson and his volunteer crew did not want to die, if their lives should be sacrificed, under false colors. They wanted to go down with the Stars and Stripes floating from the *Merrimac*.

When the Admiral's consent was obtained, Lieutenant Hobson became impatient of all delay, and that very night, Wednesday, after the moon went down, he set the time for the attempt.

HOW HOBSON GOT SEA SERVICE.

Newport News, Va., June 5 (Special).—Lieutenant R. P. Hobson, the hero of Santiago, indirectly owes his opportunity to distinguish himself to certain differences which arose while he was chief assistant to Naval Constructor J. J. Woodward, at the Newport News shipyard in

the spring of last year. While assigned to duty here in connection with the construction of three battle-ships and three gunboats, Hobson, it is understood, gained the good graces of the Navy Department, in consequence of a difficulty which he experienced with his superior.

It appears that he made the recommendation to the Department that a post-graduate course in naval construction and engineering be established at Annapolis, which he neglected to refer to Mr. Woodward first for endorsement. This caused strained relations between the two men, and finally Hobson was reported to the Department, it is said, for inefficiency.

He demanded a complete examination of the charges against him, and so successful was he in establishing his ability as a naval constructor that when the post-graduate course was instituted at the Academy he was put in charge of the work which he had recommended.

Had he not gone to the Academy in a capacity entirely separate from active duty, and had he been retained at this or one of the other shipyards where Government work was in hand, he would not have had the opportunity to plead for sea service on the ground that his three post-graduate students in naval construction would be greatly benefited by their experience on warships in action.

The feeling between the two constructors was made even more bitter when Constructor Woodward wrote several articles on naval construction for marine papers, and Constructor Hobson replied to him and questioned the correctness of the views he advanced. Naval officers generally agreed with Hobson.

MADRID SIDE OF THE STORY.

London, June 6.—The Madrid correspondent of "The Standard" says:

"An account received from Santiago of defensive preparations there notes that the sharp lookout day and night for any movements by the Americans continues. Detachments of 4,000 regulars and 5,000 volunteers, composing the garrison at Santiago, under General Linares, have been sent to Morro fort and Punta Gorda batteries. Both works have been greatly strengthened and are provided with Krupp and Hotchkiss guns, while La Scaopa is armed with guns taken from the Reina Mercedes.

"At the time of the attack by the Americans the La Scaopa guns were served by sailors from that ship, while she was anchored in a position to sweep the entrance to the harbor. The Spanish staff had connected with the shore works several lines of submarine torpedoes. The torpedo-boat destroyers *Pluton* and *Terror* (probably the *Fury*) with steam up, were on the watch; several steam launches had been detailed as scouts in the navigable channel and outside the entrance of the bay, and the *Almirante Oquendo* and the *Cristobal Colon* were ready to support the forts, the former flying the pennant of the Admiral.

"Between 3 and 3:30 o'clock in the morning the scouts noticed two vessels rapidly advancing toward the mouth of the channel. The fort about the same time opened fire, just as the *Merrimac* was well inside the passage. The Spanish officers, having allowed her to pass the first submarine defences unharmed, gave the signal to the land batteries, the marine battery at La Scaopa and the destroyers and launches to fire on the *Merrimac*, which was sunk without completely blocking the channel, just as Admiral Cervera appeared on the scene with the *Almirante Oquendo*. The cruiser's boats saved the Americans.

"Meanwhile the other American vessel, supposed to be the battle-ship *Iowa*, hastily retreated. The Spaniards suffered no losses or material damage.

"The impression in naval circles at Madrid is that the Americans merely wanted to sink the *Merrimac* in the narrowest part of the channel in order to block the egress of the Spanish fleet, but it is argued that the wreck can be easily dynamited as soon as Admiral Cervera considers it unnecessary to keep it there as a check to any attempt of the Americans to force the passage.

"The affair is said to have caused much enthusiasm at Santiago, where several thousand Regulars, under General Linares, are expected. They are now advancing by forced marches, in spite of the rains.

"On the whole, a tough resistance is being prepared in case, as is fully expected, the Americans renew the attack. When the result of the *Merrimac* affair was known in Madrid the money market became animated, while in political and financial circles curiously conflicting impressions prevailed, some fancying that the successive failures of the Americans might have the result of making the United States favorable to peace. Financially, on the other hand, are divided between patriotic satisfaction and the feeling that the drift of the war means its prolongation and pecuniary sacrifices detrimental to Spanish credit.

"Most of the newspapers attach importance to the affair, since it has shown that the Spanish forces are not only alert, but well able to hold the enemy in check. A few papers only express disappointment that Admiral Cervera did not give the Americans the slip and resume his cruise. The general tone of the press points to a fresh development of warlike feeling among all classes, which for the time being overrides the influence of the partisans of peace in certain better-informed circles."

MERRIMAC'S CASE IN COURT.

Newport News, Va., June 5 (Special).—Incidental to the sinking of the American collier *Merrimac* in the harbor of Santiago is the Admiralty case of the Norwegian steamship *Solveig*, renamed the *Merrimac*, which comes up to-morrow morning in the United States Court for this district. The *Solveig* caught fire at the great dock disaster on April 27, 1897, but was only partly damaged here.

Immediately attachments by the bushel were issued against her by the various tugs and other vessels which assisted her to safety from the flames, and she was sold finally for \$48,400 to Jefferson Hogan, of New-York. The money is yet in bank by order of the Court, as many suits are pending against the vessel. The matter of reasonable salvage has been before the Court for a long time, but has always as yet failed to get a hearing. It bids fair now, though, to get it.

The case to come up to-morrow, that of Captain F. D. Grant, master of the tug *E. Luckenbach*, is for services rendered in hauling the steamer from the burning docks, and the formidable array of legal talent engaged, the contest for the \$48,400 promises to be a hot one. For the ship the counsel are Butler, Notman, Joline & Mynderse, of New-York.

CADIZ FLEET BOUND FOR CUBA.

London, June 6.—A dispatch to "The Daily Telegraph" from Gibraltar, says:

"The Cadiz squadron is now a week out and bound for Cuba."

REPORT OF A LANDING DISCREDITED.

Washington, June 5.—The Navy Department officials do not credit the cable report that troops have been landed at Point Cabrera, half a dozen miles west of Santiago Bay, and they are inclined to the opinion that if there has been any landing in that vicinity it was confined to the supplying of arms and food to the insurgents abounding in Santiago Province.

"Probably no single drug is employed in nervous diseases with effects so markedly beneficial as those of cod-liver oil."

These are the words of an eminent medical teacher.

Another says: "The hypophosphites are generally acknowledged as valuable nerve tonics."

Both these remedies are combined in Scott's Emulsion. Therefore, take it for nervousness, neuralgia, sciatica, insomnia and brain exhaustion.

See and find out all drugists.
SCOTT & BOWNE, Chemists, New York.

AFFAIRS IN HAVANA.

LATEST NEWS FROM THE BLOCKADED CUBAN CAPITAL—SPANISH GUNNERY COMMENDED.

(Copyright, 1898, The Associated Press.)
(From a Spanish Correspondent.)

Havana, June 5.—The council of secretaries of the Autonomist Government has decided not to allow the shipment of sugar to American ports, but will allow it shipped to neutral ports in blockade runners, which bring provisions and coal, that can be landed in any part of the island without paying Custom House duties. The council also ordered the mining of coal that has been discovered near Guanagay, in the Province of Havana, which will be placed at the disposal of Admiral Manterola. A credit of \$25,000 has been voted to promote the cultivation of the zones near the mine.

The British steamer *Myrtle*, which arrived at Isabella Sagua on May 29 from Key West, by way of Cardenas, will leave this week carrying passengers and fourteen thousand sacks of sugar.

ADMIRAL CERVERA CONGRATULATED.

A commission of the Cuban chambers has formally tendered congratulations to the commander of the Spanish cruisers *Conde Venadito* and *Nueva España* for the ships they displayed in going out to meet the courier of the squadron blockading Havana some time ago. The chambers have sent a joint telegram of congratulation to Admiral Cervera because of the courage shown by him during the bombardment of the fortifications of Santiago.

RECONCENTRADO ASYLUM FOUNDED.

The city of Havana has founded an asylum for the reconcentrados, opening a building large enough to accommodate more than two hundred persons. The Bishop of Havana, Monsignor Manuel Santander y Puyol, dedicated the hospital, administering the holy communion and blessing the building. Many women were present at the service.

Mr. Alexander Gollan, the British Consul, and Arthur Arcelegui, the Vice-Consul, have visited and examined the drydock in company with E. N. Knight, correspondent of "The London Times."

General Blanco has authorized Governor Bassallo, of the Province of Puerto Principe, to form a regiment consisting of two thousand Camaguey Yano natives, to fight against the Americans.

REWARDS FOR SPANISH GUNNERS.

The military commander at Santiago de Cuba has proposed rewards for Ensigns Venado Nardiz and Ricardo Grungeta and Gunner Antonio Frago, who made three shots that were seen to land on the American warships during the bombardment.

Six hundred insurgents recently attacked Somo, near Holguin, but were repelled by volunteers.

General Molina, military commander at Matanzas, has made a donation of fifty sacks of flour for children and old people in the Matanzas asylums. Señor Alberto Dubouché has been appointed inspector of the Havana cultivation zone.

On June 1, five American warships appeared off Calbarán. The military commander ordered everybody to arms, and a Spanish gunboat made ready to engage in combat with one of the American warships, but the Americans retired.

The military commander at San Nicolas, this province, has issued a "bando" (order) calling on everybody to enroll for the defence of the town in the case of an attack. Coal mines have been discovered in the province of Santa Clara. The military commander at Remedios has issued a "bando" explaining what must be done in the event of an attempt of the Americans to land there.

Pablo Billo de Luna, a native of New-Orleans, has been arrested for making insulting remarks about the Spanish fleet in a coffee-house here. On the other hand, it is reported that Rear-Admiral Sampson has forbidden Sylvester Sevel, the American correspondent, to go on any vessel in the American fleet.

"La Lucha" publishes to-day an editorial which says:

"The union between Castelar, Romero y Robledo and General Weyler is very much commented upon in political circles. Castelar's article, published in Paris and reproduced by the Madrid newspaper, 'El Nacional,' must be considered a political step taken by Señor Castelar acting in accord with important influences in Spain. It is probable that they are trying to form a strong party for the solution of existing problems."

ANOTHER BLANCO "BANDO."

General Blanco has issued a "bando" prohibiting the presence of foreign correspondents on the island, and threatening to put all such on trial as spies, according to the military code.

Señor Fernandez de Castro, Civil Governor of Havana, has given ten bags of flour for children to the dispensary of a charitable institution.

"Phil" Robinson and H. J. Whigham, the correspondents recently arrested near Matanzas, have been set at liberty, on condition that they leave the island at the first opportunity.

During a lively discussion in the Autonomist Congress the Conservative minority attacked the autonomy scheme. Señor Dolz, Secretary of Posts and Telegraphs, defended the new régime.

BLANCO REVIEWS VOLUNTEERS.

To-day General Blanco reviewed the newly enlisted volunteers in the presence of a large crowd. Over twenty thousand are ready to take the field.

On Friday night last some firing was heard off Santiago. It is believed that the American ships either fired at one another by accident or mistook the United States dispatch-boat *Dolphin* for a torpedo-boat.

SAID TO HAVE RUN THE BLOCKADE.

Madrid, June 5.—A dispatch from Havana says that the Spanish gunboat *Ardilla* and a steamer with 800 head of cattle have arrived there.

DESTITUTION AT SANTIAGO.

Cape Haytien, June 5.—A dispatch from a Government source at Port-au-Prince says: "A Haytian informant, now in Santiago de Cuba, claims that the destitution there has greatly increased since the bombardment began, and the military commander has been forced to reduce the rations of the soldiers, among whom there is much discontent."

There has been no direct communication from Santiago thus far to-day.

THE SOLACE IN PORT HERE.

FIFTY-FOUR SICK AND WOUNDED SAILORS ON BOARD.

TRANSFERRED TO THE NAVAL HOSPITAL—IMPROVED BY THE SEA VOYAGE.

Fifty-four wounded and sick sailors of the United States Navy were brought here from Key West on the hospital and ambulance ship *Solace*, which arrived yesterday. Some of them had been transferred from the fleet now off Cuba. West. Some had been ill in the hospital at Key West. Some had become ill before they were men wounded in the various skirmishes along the Cuban coast. The *Solace* was anchored off Tompkinsville, Staten Island, early yesterday morning. She left Key West on Wednesday afternoon last, and made the run to New-York without incident until Saturday night, when a gale tumbled her about a bit and made things to some extent uncomfortable for the patients she carried. But the sea voyaged the tonic to the men. They had left behind the sweltering heat of the tropics, the vexatious suffocating and exhausting winds for refreshing breezes; many were nursing home, all at least were to rest in the heart of the great country they had been fighting for.

The *Solace*, with her white sides and the Red Cross flag flying at her masthead, brought in a little band of heroes among the fifty-four. They had gathered together in little groups on the deck, and were talking and laughing and telling of the brush with the Spaniards or a night on watch on the blockade.

THE CABLE CUTTING AT CIENFUEGOS.

Four of the heroes from the Nashville and the *Marblehead* were among the patients on the *Solace*. These were Robert Volt, of San Francisco, and Henry Hendricksen, John Davis and H. W. Kuchmeister, all of New-York. They are the wounded of that gallant band of volunteers who cut the cable at Cienfuegos nearly a month ago. Commander McCalla, of the *Marblehead*, called for volunteers to man the boats. Every hand went up, and the men begged for a call to the place of danger. Lieutenant Winslow, Lieutenant Anderson and Ensign Mangruder were in charge as the seamen sought the boats with easy stroke in shore. In the rifle pits two thousand Spaniards had gathered. Shells from the warships were directed along the coast line, and then, with every man at his gun, the *Marblehead*, the *Nashville* and the *Windward* waited, watching for the storm that all knew was inevitable.

The small boats made straight in. A few hundred yards from shore, and the men were at work. They dragged up the first cable and hacked through the heavy strands. Then they found the second. This was the Spaniards' signal, and they opened fire. For half an hour the gallant seamen worked amid a rain of bullets. Meanwhile the American warships were burning shot and shell into the enemy, who, nevertheless, kept up a fierce fire. The men in the boats kept cool as they worked. Never for a moment did they falter. How many escaped none can tell. Lieutenant Winslow lost three fingers of his left hand by the explosion of a shell, but he is still at Key West, ready now for duty again. John Reagan, on the *Marblehead* boat, was shot through the chest. As he fell Private Marine Kuchmeister, who was brought here to-day by the *Solace*, stooped to assist him. At that instant a rifle ball struck Kuchmeister in the jaw and passed out of his mouth. The marine, hardly realizing how badly he was injured, bandaged up his jaw with a handkerchief and tried to stop the flow of blood from Reagan's wound, but poor Reagan died a moment later.

Gunner's Mate Davis, of the *Marblehead*, fell with a bullet in his thigh a moment after a 1-pounder from shore had sent a shot close enough to graze his arm.

A REMARKABLE RECOVERY.

Hendricksen and Volt, the former from the *Marblehead* and the latter from the *Nashville*, are the others of that gallant expedition who will carry the marks of heroism to their graves. When the Revenue Cutter *Windward* brought Hendricksen and Volt to Key West after the engagement, the hospital surgeons said that both would die. Volt had three bullet wounds. A 22-calibre bullet had passed through the skull at the base of the brain and out of the other side. He was unconscious for several days at the barracks hospital at Key West, but gradually recovered. Now Volt looks well, though he is still thin and haggard and wears the bandages. Hendricksen was shot through the abdomen. When seen aboard ship yesterday, however, he said he would be fighting the Spaniards again before the end of the month if there was any fight left in them.

The *Windward* sent one man here to remind the people North of that now famous torpedo-boat and of the engagement at Cardenas, when Ensign Bagley was killed—the first officer of the American Navy to fall in this war—with four of his men. He is Robert L. Grubb, a landsman. It was at Cardenas that Lieutenant Bernadou, in command of the *Windward*, under orders from Commander Todd, of the gunboat *Wilmington*, attempted to force Cardenas Harbor, for the purpose of drawing the fire of the masked batteries. The fire was a hundredfold more effective than expected, and the first shell fired from shore exploded over the boat, little boat. Lieutenant Bernadou being the only man wounded. A piece of shell cut a nasty gash in his leg, but, tying a bandage around it, he ordered his boat still further in. Then came a 14-pound shell that crashed through the boilers and disabled the *Windward*, and a few moments later Ensign Bagley and four of the men were stretched dead on the deck. Grubb was among those on board at the time, and with the others was rescued by the *Hudson*. Lieutenant Bernadou spent some days in the hospital at Key West, but he is now again in command of the *Windward*.

HURT AT PORTO RICO.

A victim of the Porto Rico